

Firm Capt. S. TABASCIO & Partners

MARINE & CARGO SURVEYOR – CLAIM SETTLING AGENT
CLAIM CONSULTANT – RECOVERY CREDIT INSURANCE
RUOLO PERITI C.C.I.A.A. RAVENNA N° 52
Sede Legale: Via Santerno-Ammonite, 67 - 48020 Ammonite (Ra)
Sede Operativa: Via Piomboni, 2 – 48122 Ravenna
Port Office Ph/Fx 0544/430137 – Cellulare 348/2350474 – e-mail: salvatore@tabascio.it
www.surveyorstabascio.com



CV

Name: Salvatore
Surname: Tabascio
born in Bari (Italy) on 04/01/1954
Address: Via Santerno 67, Ammonite, Ravenna
Port Office Phone/Fax number: (00 39) 0544 43 01 37
Mobile Phone (00 39) 34 82 35 04 74
E-Mail: salvatore@tabascio.it
www.surveyorstabascio.com
Nationality: Italian

Education and Professional Training

Diploma Certificate of the Technical Institute of Navigation obtained in 1973
Professional Maritime Qualification of Merchant Captain obtained in 1981
Ship's Agent Licence obtained in 1992/93
Marine & Cargo Surveyor Licence obtained in 1992/93
Shipbroker Licence obtained in 1992/1993
Member of the I.C.H.C.A. -International Cargo Handling Co-ordination Association- since 1996, individual subscription number 3568.

Knowledge of Foreign Languages

Fluent English both spoken and written.

Working Experience

1973-1982 Officer on board ships flying both Italian and foreign flags. Served on Italian flag submarines.

1982-1985 Employed -by contract on the first professional level- by Agestea Srl. General ship's agent for the Finmare Group -including Lloyd Triestino, Adriatica di Navigazione and Tirrenia di Navigazione- as person responsible for all the operations connected to container and -rolling stock loading and unloading from all Lo-Lo and Ro-Ro vessel.

1985-1989 I passed the examination and was called to fill the post of Managing Dock Expert at the embarkation and unloading enterprise -a state run firm- within the Port of Bari Union (Consortium). My mansions included planning and coordinating stocking, loading and unloading activities related to goods, while at the same time obviously supervising the work of longshoremen and the use of mechanical means (machines) necessary for the mentioned tasks.

1990-1994 Business partner (working member) of the Team srl as Expert Ship's Agent at the Port of Bari, where as well as carrying out all the operations dealing with ship's agent, I also worked abroad -in Senegal and India- coordinating transshipment operations from reefer ships to reefer containers while releasing the required certifications.

Within the same company I also gave life to a Yachting Team dedicated to operating in the field of pleasure boating. To pursue this target the firm obtained the registered trademark from headquarters in Mestre - Venice - 'EAST COAST YACHTBROKERS' with which it could operate in the sale of pleasure craft. At the same time I also built up a closely woven web of connections both in Italy and abroad for the chartering of pleasure craft/ships also in the same working field.

I also became an agent for the SISTEMA WALCON, a firm based in Ferrara (Italy) producing floating piers for marinas.

1995-May1996 collaboration with Sulmare Srl, a company providing maritime services in the Port of Ravenna- where I had the mansion of compass adjuster - where it was my job to develop evaluation reports for insurance of pleasure craft in use for more than 9 years, as well as filling in reports for the issuing of financial support on the purchase of fishing boats.

Jan.1997 to present day: Fiduciary Marine & Cargo Surveyor for Groupama Insurance, the UGF Group and Alleanza Toro Insurance, the UGF insures, almost others, Messrs. Cooperativa Portuale di Ravenna (Stevedores Company), Messrs, CO.FA.RI. of Ravenna and Messrs Serport of Ravenna. These firms operate within all the port terminals of Ravenna, which include 22 km of operating docks placed on both sides of the port canal.

The port of Ravenna yearly moves about 20.000.000 tons of goods and berths 3 to 4 thousand ships.

Here I act on any kind of damage caused within the port by port workers employed by the above mentioned companies, to ships, goods, trucks, port structures and etc.

On average I inspect 150 ships a year in relation to damage to ship's structures caused by port workers during the operations linked to cargo loading and unloading.

Damage of this kind I view are quantified and transacted directly with the ship master and/or ship owners or charterers if the damage concerns accidents within the limits of insurance exemption.

While in the case of damage to ships, where the cost of repair is higher than the exemption limit, I follow all the procedures necessary to allow for the coming into being of 'friendly' agreements among the parts leading to settlement.

This transactional friendly agreement will become a central part of the survey which will consequently be forwarded to insurance for settlement.

I also carry out evaluative inspections on demand on the part of the Cooperativa Portuale of Ravenna (Stevedores Company), on those ships which show particular problems in relation to cargo stowage and/or already present damage to goods/ship's structures before unloading or loading procedures begin.

This is done because a port is a 'hub' where various maritime and terrestrial carriers interlock causing a passage of responsibilities from one to the others.

For any other kind of accident not regarding a ship, I take care of all the procedure, from taking the photo of the event to settlement of damage within the limits of insurance exemption, managing the task in total autonomy.

In the case of damage which implies costs higher than what stated in insurance exemption I proceed to develop my report complete of a settlement proposal which is nearly always agreed upon by the parts and will consequently be forwarded to insurance for approval of settlement.

In regards to Messrs Cooperativa Portuale of Ravenna (Stevedores Company) and the Messrs. CO.FA.RI. of Ravenna, in consideration to the amount of work they have, it has been necessary to develop a service which guarantees a seven days out of seven presence in the port area.

This has meant moving the office into the port district where it is to be found since 1996. A logistic choice which imposed itself and is responsible for office location in Via Piomboni 2, within the San Vitale Port.

This engagement allows for immediate real time interventions, connected to viewing damage of goods, means or parts before they exit the port and verify the dynamics of any accident that may have occurred so as to be able to define responsibilities of the same.

I also act on the above mentioned sort of damage for the Port Terminals insured for civil liability, accidents to people caused by employees of the port companies with the UGF Groupama Insurance.

In 2010 a collaboration (partnership) was initiated with April Yachtbrokers Spa of Sanremo (IM) -Carige insurance- for expert interventions within the field of pleasure boating both in relation to accidents and to evaluations which have the purpose of determining the insurance value of craft.

I give my (formal) authorization for the data contained in this curriculum vitae to be used according to Italian Law 675/96.